

## **1.0 INTRODUCTION**

This report describes the results of an identification and evaluation-level architectural resource survey conducted for the U.S. Route 40 (Route 40) Improvements, State Route (S.R.) 896 to S.R. 1 project in New Castle County, Delaware (Figure 1). The roadway will be improved with funding from the Delaware Department of Transportation (DelDOT) and the Federal Highway Administration (FHWA). The goal of the survey was to identify each resource within the Area of Potential Effects (APE) built prior to 1960 and assess its eligibility for listing in the National Register of Historic Places (NRHP) using the NRHP Criteria For Evaluation (Appendix A). The architectural resource survey is designed to assure compliance with state and federal legislation, including the National Historic Preservation Act of 1966, the National Environmental Policy Act of 1969, 36 CFR 800, and Executive Order 11593, as amended.

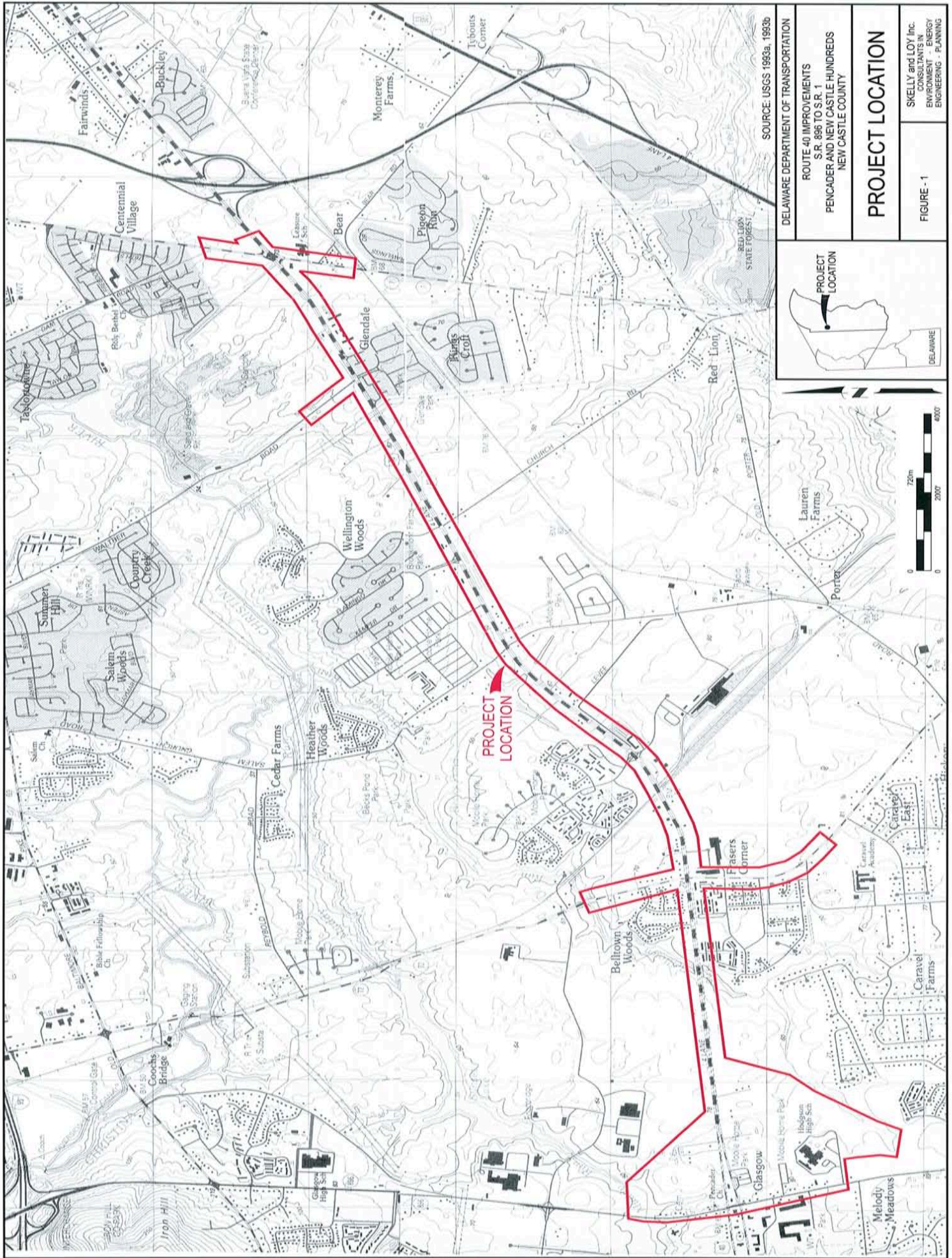
### **1.1 Project Description**

DelDOT has contracted with Skelly and Loy, Inc., to provide cultural resource services for the proposed improvements to the Route 40 corridor. The present document summarizes the results of the architectural resource survey.

The Route 40 Improvements project is located between the communities of Glasgow and Bear in New Castle County, Delaware. The project falls within Pencader and New Castle hundreds. The proposed project will include improvements to Route 40 (also known as Pulaski Highway) from just west of the S.R. 896 intersection to the S.R. 1 interchange, a distance of approximately 8.1 km (5.0 mi) (Figure 1).

The improvements will involve the addition of two traffic lanes to the existing Route 40. The new lanes may be placed both on the south side of the existing highway, both on the north side, or in some combination of the median and one or both sides. The initial design information suggests that the maximum width of construction impacts from any of the alternatives will be 11.6 m (38.0 ft) from the edge of the existing pavement.

There will also be interchange improvements. The most significant will be a flyover interchange at Route 40 and new S.R. 896 (the S.R. 896 Bypass). Improvements will also be made along S.R. 72 (Sunset Lake Road and Wrangle Hill Road), Walther Road, and S.R. 7 (Bear-Corbitt Road). With the exception of the flyover interchange at the S.R. 896 Bypass, all improvements will be made at grade and, for the most part, along the existing alignment. The exact nature of the other interchange improvements is not yet known. For the purposes of this



SOURCE: USGS 1993a, 1993b

DELAWARE DEPARTMENT OF TRANSPORTATION

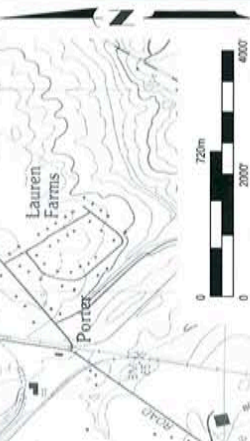
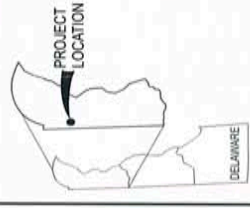
ROUTE 40 IMPROVEMENTS  
S.R. 896 TO S.R. 1

PENCADER AND NEW CASTLE HUNDREDS  
NEW CASTLE COUNTY

## PROJECT LOCATION

SKELLY and LOY Inc.  
CONSULTANTS IN  
ENVIRONMENT - ENERGY  
ENGINEERING - PLANNING

FIGURE - 1





document, the project engineers defined diamond-shaped areas at each interchange location. The diamond areas were drawn large enough to capture all of the common variations on interchanges. Ultimately, all of the acreage within the diamond areas may not be used, but consideration of the entire diamond allows flexibility in design.

## **1.2 Project Purpose and Need**

Route 40 is a major commuter thoroughfare and the surrounding area is experiencing significant growth. New residential communities and commercial properties are rapidly developing along the Route 40 corridor. Traffic volume, travel time, and safety are concerns for the present four-lane divided highway. In addition, the present interchanges were not designed to handle the current traffic load. There is a need to improve capacity, safety, and travel times on Route 40, and to enhance the existing interchanges and intersections.

## **1.3 Area of Potential Effects for Architectural Resources**

The APE is defined at 36 CFR 800.16(d) as “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.” For architectural resources, the APE is considered to be the maximum extent of potential visual and audible effects that this project may have on those resources. The APE begins in the west at Glasgow Avenue (old S.R. 896) and extends east to the intersection of Route 40 and S.R. 7 (Bear-Corbitt Road). It also includes portions of S.R. 896, S.R. 72 (Wrangle Hill Road), and Walther Road. Because the vast majority of improvements will be at grade and along the existing alignment, the APE for the Route 40 Improvements project was drawn to approximate a distance of 61.0 m (200.0 ft) from the edge of pavement on all roads. In some cases, this meant that a building on a property fell outside of the APE. However, in those cases, if the building was built prior to 1960, it was included in the survey, in recognition that a NRHP boundary generally includes an entire tax parcel and would include the land associated with the building. The APE is approximately 13.3 km (8.25 mi) long. It contains a total area of approximately 280.1 ha (692.0 ac).